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The Daily Press.

HONGKONG, JUNE 4TH, 1913.

Of the many factors that are playing their part in the struggle between the centralizing and provincializing movements in China, not the least important is the Army. This must always be the case with a Government that was founded by force, but there are special circumstances in connection with the Chinese Army that make its attitude towards the question of provincial autonomy of peculiar importance. "He who takes the sword shall perish by the sword" is as true to-day as ever, and there must always be present in the minds of the Republican leaders the thought that it is in a large measure to the Army that they owe their position, and that this same Army might be ready to rise against them also if occasion demanded. Prior to the revolution it was well known that the Army was the happy hunting ground of the various secret societies, and there is no reason to believe that this state of affairs has ceased to exist. The Army, it may safely be assumed, is still susceptible of being imbued, through its officers, with radical and revolutionary ideas, and if it were persuaded to take a strong attitude in the rivalry between the Capital and the Provinces it would be a decisive factor. If it were to take the view that the Independence of the Provinces should at all costs be maintained, Peking would never be able to assert itself against their armed resistance; if, on the other hand, it were induced to take the side of the Central Government, the Provinces would

be helpless. Either event would be disastrous for China, but fortunately there is not, we think, any fear that the Army will take command of the situation in this way: it has shown in the past that it possesses strongly—as is from its circumstances bound to be the case—the provincial spirit, but it has also shown that when a great issue is at stake it can sink its provincialism and become nationally-minded. We have refused to believe that the desire for provincial self-government is necessarily the danger that it is often painted; a source of danger and disaster it undoubtedly might be if unwisely handled, but we believe that large-minded statesmanship could evolve from it one of China's greatest assets, and the Army furnishes a picture illustrative of what China might become if this were effected. The Army has always been organized on a provincial basis, each province having its own establishment consisting of natives of the province, while, even under the Manchus, the old rule forbidding an official to serve in his native province was cancelled in the case of Army officers, who were almost invariably natives of the provinces in which they served. The centralizing movement of the last few years extended to the Army, but its influence was scarcely more than nominal: the various provincial forces were, or should have been, reorganized so as to form parts of one cohesive whole, and the Viceroy or Governors of the provinces were made Commanders-in-Chief, while a central Army Council was set up in Peking as an adjunct of the Board of War. The provincial spirit was thus respected and the whole organization was on a territorial basis, the influence of Peking being limited to securing standardization and cohesion, and to the appointment of the *ex-officio* Commander-in-Chief. That the provincial spirit remained strong in the troops was seen in the course of the railway riots in Szechuan in 1911, when the local army practically threw in their lot with their fellow-provincials, and the Viceroy was left with no troops to rely on save his own seasoned veterans of the Tibetan campaign. But there is no need to seek proofs of the existence of the provincial spirit, for there is in any case no likelihood of its lapsing—the whole system of organization guarantees its maintenance: if there were a lack anywhere it would be in the direction of the larger national spirit, yet we find that, even when Kwangtung was being proclaimed a separate Republic, the troops of the South were ready to fight side by side with those of mid-China for the capture of Nanking, or to march with them, if need be, to attack Peking. At an even more recent date the same eagerness was shown for an advance for the protection of Mongolia, from which South China had nothing to gain directly, and which consequently could be prompted only by zeal for the honour and well-being of the country at large—by national patriotism, in other words. And if this state of affairs can be engendered in the Army, why not throughout the whole body politic? The provincial spirit gives no trouble in the Army because it is respected, and consequently there is room for the development side by side with it of a national spirit, and it is a reasonable deduction that if the same principles were applied to the whole area of provincial administration, the same results would follow. The provincial spirit is nothing but local patriotism, and if properly handled should be not obnoxious to, but a sure basis of, the national patriotism that alone can save China from disintegration.

Sir John and Lady Jordan leave Peking for England to-morrow.

While two European children were yesterday leaning against the fence guarding the nullah near Murray Barracks the fence gave way, and they fell into the nullah. One received a fractured arm. The other was slightly injured.

The Mongolian question will probably be settled temporarily by an exchange of Russian and Chinese Notes for both parties, it is stated, desire some early agreement whereby marauders can be suppressed, and it is considered useless to refer the matter to Parliament while the latter continues in its present parlous condition.

Peking University is again in a state of rebellion. It appears that the Chancellor recently made an order that students should pass another special examination before entering a special course instead of passing into the special course automatically after passing all examinations during the preparatory course. The students contend, apparently with some reason, that there are already too many examinations. Accordingly, 300 representing a two-thirds majority of students visited the Chancellor, and insisted on his written resignation. They also pressed into their cause two directors as witnesses.

THE KING'S BIRTHDAY.

PARADE ON THE CRICKET GROUND.

The anniversary of the birthday of His Majesty King George the Fifth was celebrated yesterday with the usual loyal manifestations. The day was observed as a holiday, business being suspended and the children enjoying a respite from school and study. The British ships in the harbour, and several others, were decorated with flags from stem to stern, and the red ensign was very conspicuous, though the Empress steamer attracted attention with her four large blue ensigns.

The military parade on the Cricket Ground at 7.30 a.m. was very imposing. Though not so brilliant as the parades which were formerly witnessed at the Happy Valley in the month of November, the spectacle was in every respect worthy of the occasion, and the many people who assembled on the Ground felt recompensed for their early excursion by the fully Imperial note that was sounded. The troops formed a square within the Ground, and were all in position before the hour fixed for the arrival of H.E. the Governor. His Excellency Major-General Anderson, C.B., was in command, being accompanied by Major Paul and Captain Brock, staff officers. Among those who had positions close to the saluting base were Commodore Austruther, His Honour Sir W. Rees Davies, Colonel St. John, Colonel Radcliffe, Colonel Younan, Colonel Walton, Colonel Rollinson, Major Pritchard, Major Dickinson, Major Fitzwilliams, and Hon. Mr. C. Montagu Ede. His Excellency Sir Henry May on arrival was received with a royal salute, the Band playing a few bars of the National Anthem. The Governor, who was accompanied by Captain Connolly, A.D.C., Captain Taylor, private secretary, Captains Armstrong and Wood, Hon. A.D.C.'s and two native A.D.C.'s, proceeded to the saluting base on the south side of the ground, and afterwards inspected the troops. Then a big gun on the Murray Parade Ground boomed out the royal salute, the interval between every seven shots being filled with the troops firing a *feu de joie*, and the Band playing a few bars of the National Anthem. At the conclusion of the firing the troops on the call of the General gave three cheers for the King Emperor, which were lustily given. Then followed the march past. Pride of place was given to the blue-jackets, who were followed by the marines. Then came the detachments from the R.G.A., the R.E., and the D.C.L.I. with colours, which were greeted with the customary salute. The Volunteers were watched with interest, and a cheer was raised as the Reserves came along, marching very steadily indeed. The native regiments succeeded the Reserves, looking very picturesque in their varied uniforms, the order being Hazaras, 8th Rajputs, Baluchis, 25th Punjabis and 26th Punjabis. His Excellency took the salute. After the units had passed the saluting base, they left the ground, and the ceremony closed with the departure of the last of the native units.

The troops taking part were as under:—

	Rank and file.
R.N.	100
R.A.	80
R.E.	100
D.C.L.I. (with colours)	120
H.K. Vol. Corps	60
H.K. Vol. Reserves	50
H.K.S.B.R.G.A.	50
24th (Hazaras) M.B.	40
8th Rajputs	50
126th Baluchistan Infantry	50
25th Punjabis	50
26th Punjabis	50

The balance of units not parading on the Hongkong Cricket Ground had a parade on their respective parade grounds.

At noon a royal salute was fired from H.M.S. *Tiger*.

RECEPTION AT GOVERNMENT HOUSE.

A reception was given at Government House last night in honour of the anniversary of the Birthday of His Majesty, and was attended by a large and cosmopolitan gathering. H.E. the Governor received the guests as they entered, the latter being introduced by Captain Armstrong, hon. A.D.C. The guests distributed themselves in the gaily decorated lawns, and found much to contribute to their enjoyment, several bands discoursing music, while refreshments were dispensed.

According to a report published by the *Kuochuanpao*, a Peking paper, the merchants of Canton have addressed several telegrams to the Government at Peking urging the dismissal of Hu Han-min, Tutuh of Kwangtung. If this is not done, the telegrams said, the people themselves will take action to accomplish this end. A telegram dated the 28th ult. stated that the affair was being considered by the Cabinet.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

KING'S BIRTHDAY HONOURS.

LONDON, June 3rd.

The list of Honours in connection with the Birthday of His Majesty King George include:—

PRIVY COUNCILLORS.

Lord Welby G.C.B. formerly Permanent Secretary to the Treasury.

Mr. J. H. Lewis, Liberal M.P. for Flintshire.

Sir A. Mond, Bart., Liberal M.P. for Swansea.

BARONETS.

Mr. J. M. Barrie, the well-known Scottish novelist.

Mr. Archibald Denny, a Clyde ship-builder.

Mr. Gwynne Evans, director of a real estate corporation in South Africa, who presented to the nation the Arthur Morrison Collection of Chinese paintings.

Mr. S. W. Furness, Liberal M.P. for Hartlepool.

Dr. William Lane, Surgeon to Guy's Hospital.

Dr. F. Todd, Dental Surgeon to Bethlehem Royal Hospital.

G.C.M.G.

Sir Gerald Strickland, Governor of New South Wales.

Sir George William Buchanan, K.C.M.G., British Minister at St. Petersburg.

K.C.M.G.

Major J. R. Chancellor, C.M.G., Governor of Mauritius.

NEW FIELD-MARSHAL.

General Sir John French has been made a Field-Marshal.

KNIGHTHOODS.

The Knightships include:—

Mr. Forbes Robertson, the actor.

Mr. Stephen Collins, Liberal M.P. for Kennington.

Mr. J. H. Biles, Professor of Naval Architecture.

Dr. Andrew Horne a well-known Dublin physician.

Dr. John McClure, Headmaster of Mill Hill School.

Mr. Claud Schuster, Secretary and Legal Adviser to the National Health Insurance Commission, and formerly of the Legal Branch of the Board of Education.

Dr. E. A. Schaefer, Professor of Physiology at Edinburgh University.

Major Worthington, Medical Officer of the Staff of the Duke of Connaught in Canada.

Dr. Adolphus Ward, Master of Peterhouse, Cambridge.

G.C.V.

The Sultan of Perak has been made an honorary Knight of the Grand Cross of the Victoria Order.

C.M.G.

Colonel Thesiger, formerly Inspector of the King's African Rifles.

Dr. Spurrier, formerly Medical Officer of Zanzibar.

Mr. J. R. Nicholson of the Tanjong Pagar Dock Board at Singapore.

Mr. S. Barton, Chinese Secretary in the British Legation at Peking.

Mr. Pollock of the British Legation at Peking.

Mr. R. Layard, British Consul-General at Kobe.

G.C.B.

Admiral Sir R. N. Castance.

Admiral Sir John Durnford, K.C.B.

Admiral Hon. Sir Hedworth Meux, K.C.B., formerly Commander-in-Chief of the China Station.

K.C.B.

Rear-Admiral C. J. Briggs, Lord of the Admiralty.

Rear-Admiral C. Burney.

Vice-Admiral R. S. Lowry.

Rear-Admiral Sir George Warrender.

Rear-Admiral F. C. Sturdee, C.V.O.

Colonel Grey Aiton.

C.B.

Captain Vaughan Lewis, R.N., D.S.O.

Major Tollemache-Halliday, V.C.

R.M.L.I.

C.B. (CIVIL DIVISION.)

Rear-Admiral Tudor.

Rear-Admiral Kerr.

Rear-Admiral Goodwin Goodwin.

Captain Ballard, late port captain, Durban.

Captain Oliver, R.N.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

THE SITUATION IN TURKEY.

A message from Constantinople states that the Cabinet has decided to postpone the disbanding of the troops in view of the serious situation.

ALLIES HAVE BETTER PROSPECTS.

A message from Sofia states that M. Pasich, the Serbian Premier, and M. Guechoff, the Bulgarian Premier, conferred on Monday night at Taribrod and agreed to the principle of a meeting of the allied Premiers with a view to reaching a mutual understanding.

A Sofia message states that it is believed that the Premiers of the four Allies will meet at St. Petersburg.

Owing to an urgent summons M. Danoff suddenly left London on Sunday night for Sofia.

A message from Belgrade states that it is now believed that the danger of an armed conflict between the allies has been entirely removed. Serbia is willing to demobilise on condition that Bulgaria does likewise and that a conference of the Premiers of the Allies be held at St. Petersburg within a fortnight.

CHIEF MAGISTRATE'S TRAGIC DEATH.

LONDON, June 3rd.

Sir Curtis Bennett, the new Chief Magistrate of London, fell dead while talking to the Lord Mayor at the Mansion House.

BELGIAN RAILWAY ACCIDENT.

BRUSSELS, June 3rd.

A train collided with a shunting engine at Dilbeek and thirty persons were injured, some seriously.

THE CANADIAN DREADNOUGHTS.

LONDON, June 3rd.

In the House of Commons on Monday Mr. Churchill, questioned concerning the outcome of the defeat of the Canadian Navy Bill, said the matter was receiving the attention of the Government. He declined to say if it were proposed to introduce supplementary estimates to provide for three additional battleships.

THE STRANDED GERMAN CRUISER.

BERLIN, June 3rd.

The cruiser *Bluecher*, which went aground near the Great Belt on Friday, has been re-floated.

EIGHTY CLUB DINNER TO LORD ROBERTS.

LONDON, June 3rd.

Members of Parliament belonging to the Eighty Club are widely signing a memorial that the dinner to Lord Roberts is ill-advised and undesirable. The memorial was to be considered by a special committee on Tuesday.

Lord Lansdowne in the House of Lords on Monday night referred to the proposed Eighty Club function as a remarkable gathering. He hoped the event might be taken as an admission that Lord Roberts and Colonel Seely were working in harmony.

UNIVERSAL PEACE.

WASHINGTON, June 3rd.

Baron Chinda has handed to Mr. W. J. Bryan the formal notification of Japan's acceptance in principle of the universal peace plan.

THE DERBY.

LATEST LONDON BETTING.

LONDON, June 3rd.

The latest quotations for the Derby, to be run to-day, are:—5 to 2 against Craganour; 9 to 2 against Shogun; 7 to 1 against Louvois; 10 to 1 against Nimbus; 100 to 7 against Day Comet and Prue.

LATEST SCRATCHINGS.

Rock Flint was scratched from the Derby at one o'clock on Saturday.

Young Pegasus and Harry of Hereford have also been scratched.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BYE-ELECTION AT WANDSWORTH.

LONDON, June 3rd.

Sir H. Kimber, Unionist M.P. for Wandsworth, having resigned, Mr. Samuel Samuel, brother of Sir Marcus Samuel, has been adopted as Conservative candidate.

JUDICIAL CHANGES.

LONDON, June 3rd.

Lord Justice Farwell has resigned. Hon. Sir Charles Swinfen Eady has been appointed a justice of appeal in succession to Lord Justice Farwell. Mr. J. M. Astbury, K.C., succeeds Mr. Justice Swinfen Eady as a judge of the Chancery Division.

NAVAL ACCIDENT.

LONDON, June 3rd.

White submarines were making a mimic attack on two battleships on Monday, the *Prince of Wales* ran down Submarine 32, cutting away her conning tower, platform and upper works. The submarine, which had a narrow escape of being sunk, returned to Portsmouth. Nobody was injured.

AN AUSTRALIAN LOAN.

LONDON, June 3rd.

The Victorian Loan of £2,000,000 at four per cent. is being underwritten at £98.

AUSTRIAN MILITARY SENSATION.

VIENNA, June 3rd.

The suicide of Colonel Redl, an officer of the Austrian General Staff, and the subsequent revelations, have created somewhat of a consternation in the capital. It appears that Redl for a number of years acquainted Russia with every detail of Austrian plans.

Baron Hoetzendorf, Chief of the General Staff, and Baron Giesl, commanding the Prague Army Corps, have resigned.

The Emperor has ordered the appointment of a commission of investigation and organisation of the General Staff.

AERIAL RACES PROHIBITED.

LONDON, June 3rd.

The Home office has prohibited the *Daily Mail* aerial Derby round London, the War Office having objected to the route arranged by the Aero Club, and the water-plane race round Great Britain for the *Daily Mail* £5,000 prize. The official action is based on the recent regulations for the prevention of espionage.

NEW YORK POLICE REFORM.

NEW YORK, June 3rd.

The aldermanic committee investigating the conditions of the police since the murder of the gambler Rosenthal recommends the removal of Police Commissioner Waldo.

ST. PAUL'S CATHEDRAL.

LONDON, June 3rd.

Sir Francis Fox in his report on the condition of the dome of St. Paul's Cathedral states that the walls are out of plumb, the piers and buttresses are cracked, and the foundations are of doubtful stability in view of building and other operations in the immediate neighbourhood.

LAWN BOWLS CHAMPIONSHIP.

The draws in the competition for the open lawn bowls championship competition took place on Monday night with the following result:—

FIRST ROUND.

K. MacLennan, P. v. R. Hall, K. W. High, C.S. v. D. Harvey, K. T. Petrie, K. v. R. C. Watt, P. A. Clarke, P. v. T. Worth, T. N. Drummond, T. v. D. McHardy, P.

SECOND ROUND.

The byes in the second round are:—P. Farrell, T. v. H. Harrison, T. C. Alexander, K. v. W. Wotherspoon, T. W. Cooper, P. v. J. Simpson, T. T. Gledinning, P. v. M. McIvor, K. G. Watt, P. v. T. Bateman, T. F. Fisher, C.S. v. S. Dorrington, T. A. B. Whitley, K. v. MacLennan or Hall, R. Fonton, P. v. A. G. Pile, C.S. J. Macdonald, K. v. D. Cooper, K. D. Gourlay, P. v. W. Gerrard, P. A. Ramsey, K. v. R. Duncan, C.S. I. Guy, K. v. G. R. Edwards, K. C. Pryce, K. v. W. Fincher, C.S. W. Russell, K. v. W. Cameron, P.

First round to be played by June 16th, second by July 7th, third by July 28th, fourth by August 16th and the fifth by August 30th.

BOYS' OWN CLUB ANNUAL SPORTS.

The fourth annual athletic meeting of the Boys' Own Club was held at Happy Valley yesterday, and, brilliant weather favouring the event, there was a large company present. Pleading selections of music were rendered by the band of the 8th Rajputs.

Mr. A. R. Ellis was the Hon. Secretary, and he was well backed up by a strong working committee.

The results were as follows:—
Long Jump (Amateur Championship): 1, F. B. Silva; 2, R. A. Carvalho. Distance, 17ft. 6in.

100 yards (scratch): 1, I. L. Goldenberg; 2, J. G. Cordeiro. Time, 15secs.

One mile cycle race (handicap): 1, A. H. Gifford (50 yards); 2, Geo. Lee (50 yards). Time, 2min. 51.5secs.

Half-mile flat (soldiers and sailors): 1, Lance-Corporal Meese, D.C.L.I.; 2, Lance-Corporal Williams, D.C.L.I.

120 yards flat (handicap): 1, L. G. Cordeiro (2 yards); 2, I. L. Goldenberg (scratch). Time, 12.4secs.

Half-mile (Amateur Championship): 1, P. Dixon; 2, R. Lee. Time, 2min. 37secs.

Children's race, 100 yards: Boys: 1, A. Helmin; 2, Usuf. Girls: 1, R. Leonard; 2, M. Musso.

120 yards hurdle (Amateur Championship): 1, R. A. Carvalho; 2, A. Goldenberg. Time, 19.2secs.

One mile flat (Amateur Championship): 1, A. R. Ellis; 2, P. Dixon. Time, 5min. 35secs.

Two-mile cycle (open): 1, A. H. Gifford (500 yards); 2, Geo. Lee. Time, 6min. 5secs.

Quarter-mile flat: 1, I. L. Goldenberg; 2, J. M. R. Pereira.

Ladies' Nomination: 1, F. Schnepel (Miss Murray); 2, A. R. Ellis (Miss Goldenberg); 3, A. Goldenberg (Miss Osborn).

Putting the weight (Amateur Championship): 1, W. G. Gerrard; 2, N. M. Tulloch.

Children's race, 50 yards: 1, J. Sterling; 2, U. Uslo.

High Jump (Amateur Championship): 1, F. B. Silva; 2, L. G. Cordeiro. Height, 4ft. 11in.

Half-mile flat (handicap): 1, A. R. Ellis (scratch); 2, F. J. Brown (25 yards). Time, 2min. 24secs.

Team race: 1, I. L. Goldenberg, A. R. Ellis, R. J. Judah, and A. Machado.

Wheelbarrow race: 1, A. R. Ellis and I. L. Goldenberg; 2, Schafel and Murray.

Consolation race: 1, P. H. Murray.

The prizes were gracefully distributed at the close by Mrs. David Landale.

LAWN TENNIS LEAGUE.

The League match played on Saturday last between Craigengower and Wigwam resulted in a win for Craigengower by seven games. The scores were 55 to 46.

On Saturday, 7th June, the following will comprise the Craigengower team in their match against Kowloon on the latter's ground:—G. A. Hancock, L. A. Rose, R. A. Carvalho, E. L. Braga, R. Basa and J. V. Braga.

KOWLOON C.C. TOURNAMENT.

S. E. Green beat Major Hunter for the championship of Kowloon Cricket Club.

HONGKONG AND SHANGHAI BANK.

PROGRESS OF THE NEW LONDON OFFICES.

The progress that has recently been made towards the construction of the handsome new offices of the Hongkong and Shanghai Banking Corporation, in Gracechurch-street, London, gives some indication of what the great pile will be like when completed, a London contemporary says. Much yet remains to be done in the rear and side portions of this really colossal building, because it is only when one has been all round that one can gather what its proportions are. The scaffolding on the front in Gracechurch-street is, however, now so efficiently removed to afford some indication of what the facade will be. There seems to be no two opinions as to whether the final appearance will be a notable addition to buildings in the City, judging from what is already exposed to the eye. It is without doubt an edifice of handsome frontage, where the simplicity of design is such as to approach the classical, whilst it is sufficiently relieved by a blend of ornamentation that obliterates any harshness or severity. When completed it will afford, from all present suggestion, not only adequate accommodation for all the work of the bank, but will be worthy of the importance of the institution. Side by side the building of the new home of the Mercantile Bank of India is also making progress, but at present is not sufficiently advanced to permit of any statement of what its condition will be.

A BORDER RAID.

Major G. Chrystie, of the 25th Indian Cavalry, has been killed while pursuing Waziri raiders on the frontier. On April 28th, four Hindu boys were kidnapped from Isa Khel by outlaws from Khost, and Mr. Bell, Deputy Commissioner, started from Bannu in pursuit with a cavalry detachment under Major Chrystie, the Border Constabulary, under Mr. Ewart, and some police under the District Superintendent. On May 2nd the gang was overtaken and the boys were recovered. Three outlaws were killed and three captured, and Major Chrystie and two sepoy were killed.

THE HIPPODROME CIRCUS AND MENAGERIE.

The opening night of the Hippodrome at Causeway Bay was favoured with excellent weather, and the management must have been highly gratified by the generous patronage of the general public, the spacious marquee proving inadequate for the accommodation of all who came. The programme was well arranged, and comprised no fewer than 18 lengthy turns of a various diversified nature. Following an overture by the Hippodrome Band a vaulting act by Miss Isabella Bell at once created a good impression. A dainty exhibition of dancing was then given by the Mariani Family, and Miss Mario held the rapt attention of the spectators whilst performing her dangerous feat of cycling on the tight wire, giving in addition several nerve-tiring balancing feats, her paragon dance on the wire raising the enthusiasm of the audience to a high pitch. The fair sprinkling of Jack Tars was manifestly interested in the next item on the programme, ambiguously described as "sailor up aloft", performed by Signor Sirra, and all were greatly astounded at the agility of the clever artist, whose gyrations at a height of about 15ft. on two elastic ropes were really wonderful. Only a man of enormous physical strength and strong nerve could have carried out his performance successfully, and he was loudly applauded at the conclusion of his turn. A song and dance followed, neatly executed by Miss Helen, to the accompaniment of amusing antics from Clown Rococo, and Miss Albert came into the ring next and gave some clever equestrienne feats. After an extremely laughable digression by Clowns Nini and Rococo came a performance that appealed to all lovers of animals, a horse and a small pony obeying the mandates of their trainer, Signor Mariani, with almost childlike docility. Then ensued what was to many the cleverest turn of the evening, viz., an exhibition of trick cycling by Alfonso, whose control of his machine vied on the uncanny, so perfect was it. The audience were treated to the extraordinary spectacle of a man, lying horizontally across the saddle, pedalling his way round and round the arena by his hands, riding backwards, twisting his front wheel round at a furious rate the whole while, and then keeping the cycle perfectly still, balancing himself very cleverly. This capable artiste concluded his share in the programme with a dangerous trick, "looping the loop without a loop," turning a complete somersault at full speed in the air, and landing evenly and smoothly on terra firma with his cycle. He received enthusiastic rounds of applause. Dompteur G. Urban entered a specially erected cage with three lions, and put them through their paces without difficulty, although it was rather exciting while it lasted, one of the lions snarling menacingly and showing a nasty inclination to use his paws. But this only emphasised the perfection of its training.

A jockey-act, which was extremely popular with the spectators, was contributed by Miss Augusta, after which Carpi exhibited his steadiness of hand and coolness of head by his hand and hand balancing tricks. Prof. Bose introduced his performing elephants, who danced to the music of the band, and gave a bell-ringing "stunt" to the intense amusement of the audience. A Turkish dance was splendidly done by eight pretty ladies, and after another exhibition by several performing horses, a steeplechase of ponies and monkeys brought a most enjoyable entertainment to a close. The crowd departed highly satisfied with a really first-class entertainment, providing a welcome diversion after a long round of theatricals and cinematograph theatres.

There will be a matinee this afternoon, as well as the usual performance at 8.15 p.m.

Monday night's success was repeated last night, in the presence of an even larger audience.

CHINA, TIBET AND GREAT BRITAIN.

A CONFERENCE AT DARJEELING.

PERKINS, May 27th. In a telegram of March 31 last it was stated that China was desirous of settling the Tibetan question, and had proposed to send a special envoy to London with power to arrange a harmonious agreement, and that China had nominated as envoy Wen Tsung-yao, whose qualifications are admittedly exceptional.

Now it is understood that the British Government has favourably entertained the proposal, but negotiations will probably be held at Darjeeling in accordance with the expressed wishes of the Tibetans, who desire that their delegate should also participate, but do not wish to send a delegate to London.

The Tibetan despatch telegraphed yesterday was obviously forwarded weeks ago prior to the Dalai Lama's learning of the proposed conference in London. The despatch, however, is considered a satisfactory indication that the Dalai Lama was ready to begin a conference on his own initiative, and therefore is a good augury of success.

HOPES OF MONGOLIA. The Mongolian negotiations pursue a favourable course. Each side evidently desires a settlement, Russia apparently having satisfied herself that China's military preparations were intended for defence against Mongolian raiders, and not for warfare against the Mongols, which would necessitate Russian action.

—Reuter.

OUTRAGE ON MISSIONARIES NEAR CANTON.

REV. G. A. AND MRS. BUNBURY ATTACKED.

News has just reached Hongkong of two attacks made by robbers on the Holy Trinity College, the Training College for the Anglican Church near Shek Pai, about five miles from Canton, in which the Rev. G. A. Bunbury and Mrs. Bunbury were roughly handled.

The first outrage was perpetrated last Tuesday night, when about midnight the Rev. G. A. Bunbury was confronted while in bed by armed robbers who had suddenly invaded the building and taken possession. They bound the reverend gentleman, tying his hands behind his back, and pointing revolvers at his head, made him divulge the location of articles of value in the building. The robbers afterwards turned their attention to Mrs. Bunbury, whom they also threatened to shoot unless she aided them in their search for loot. They even took the wedding ring from her finger. The articles removed consisted in large part of clothing.

The most extraordinary part of the story remains to be told. The robbers, not satisfied with the results of their first expedition descended on the College again on Friday night in large numbers. They were divided into three bands. However, Mr. Bunbury heard their approach on this occasion, and, accompanied by some of the older boys, he ran across country to the nearest telephone, which he reached in a very exhausted condition. He got into communication with the Canton authorities, and a detachment of 300 soldiers was at once despatched to the scene. The robbers did not wait for them, but decamped after thoroughly looting the premises, and taking away everything of the slightest value.

The Rev. G. A. and Mrs. Bunbury are returning to Hongkong to-morrow.

CHINA AND TIBET.

OVERTURES OF PEACE.

It appears that the Chinese Government recently requested the Dalai Lama to send delegates to Chiamdo to meet Chinese delegates to discuss the China-Tibetan situation with a view to arranging their differences. The Tibetans, like the Chinese Government, desire a cessation of a warfare which is devastating the frontier districts and involving considerable cost without any distinct advantage to either side. Consequently the Dalai Lama recently despatched an envoy to Yunnan suggesting a cessation of hostilities pending further negotiations.

In this connection the Chinese Government has issued a manifesto saying that since last year disorders have frequently occurred on the Tibetan frontiers.

Firstly, Tibetan troops raided and looted the border districts; then outlaws created disturbances. Innocent people suffered great injuries, while temples were burnt down, looted and destroyed, the people lost their occupations, business failed, communications were interrupted, and unrest prevailed. It is impossible, therefore, not to sympathise with the people in the West. Now the great Lama, Losunghimalangki, the Dalai Lama's deputy, has sent a despatch to Yunnan, to Tufu Tsai, saying that the Dalai Lama has ordered the Tibetan officers to cease fighting; while the Dalai Lama requests the appointment of a commission to investigate and settle outstanding affairs. This shows that the Dalai Lama and others possess the idea of supporting the Central Government and desire peace. Their conduct is admirable.

Yuin Tufu and other officials have been instructed strictly to order all Chinese troops on the Tibetan frontier to pacify the inhabitants, and to protect temples, priests and people from all harm. The limit of the frontier fixed by the Ching dynasty still holds good. No Chinese troops shall be stationed Westward of Kiangdoh. The Tibetans in neighbouring districts shall not be approached by Chinese troops if no proof of rebellious action on the part of the Tibetans has been discovered. If the Chinese troops harm the Tibetans complaint should be made immediately to the Central Government. All Tibetan priests and people should ally their fears, but they must not act against the Chinese troops, drive out Chinese residents, nor interfere with communications in the border districts. Thus they will be granted peace under the Republican Government.

IMPENDING CARNAGE IN CHINA.

Under this heading the *China Republic* says:—

That warning-notes published in this journal from time to time during the last few weeks respecting the obvious purport of many ominous signs of the times, so far from being stretches of imagination, were in fact well within the bounds of reason and common sense, will be patent to all who carefully peruse the following articles from Hankow, Tientsin and Manchurian journals. No longer can there be any reason to doubt the intentions of the Government, or to mistake the direction in which it is intended that the sword of Damocles shall fall in the near future. Not only a few more or less helpless Southern provinces (whose Tutuhs ventured to lift up their voices in protest against the illegal conclusion of the Peking Loan) are "marked" for punishment, but the vast majority of members of the Kuomintang are seemingly to be hunted down and ruthlessly slaughtered. Already sluths are busy all over the Republic from Mukden, in the north, to Canton and Yunnanfu, in the south, locating prominent members of the Kuomintang (Yuan Shih-kai's bete noire) in order, it would seem, to render the work of extermination swift, sure, and effective when all is ready for operations which, while primarily designed to effect the Kuomintang's opposition, and influence are well-nigh certain to stagger humanity. The *Manchurian Daily News* lays stress upon what it terms an impending massacre of Kuomintang members, while our Hankow contemporary, the *Central China Post*, supplies information respecting preparations for an invasion of the Southern provinces by Northern troops (infantry and cavalry) that should make even the most callous shudder at the mere thought of the bloodshed, turmoil and misery which the carrying of Yuan Shih-kai's present policy to its logical conclusion must inevitably entail. "Self-preservation is the first law of nature," and it would be unreasonable to suppose that the Southern provinces will tamely submit to military operations designed to rob them of their leaders, impose upon them the will of one man; rob them of the freedom that cost them so many valuable lives and enormous other sacrifices; and render them mere serfs of mercenary and unscrupulous bigots and despots. Human nature revolts against such barbarism as is implied in the preparations now in full swing, and for advanced, for visiting the much-maligned South with punishment for "offences" that exist as such only in perverse minds that distort truth and interpret the exercise of the rights of freedom of thought and liberty of speech as evidence of intent to rebel! Never before has such a perilous situation arisen out of such comparatively trivial circumstances. Yet the outlook is dark and uninviting in the extreme, and the interests of all in any way connected with the trade, commerce and industries of the Republic are imperilled. No one can say with any degree of certainty what a single day may bring forth. All that is known, all that is beyond question, is that dense war-clouds are gathering thick and fast over several of our fairest provinces, threatening to burst with devastating fury upon unoffending and ill-used millions who, Heaven knows! deserve a far better fate.

JAPANESE SHIPPING ON THE CALCUTTA RUN.

COMPETITION INCREASINGLY KEEN.

According to the *Osaka Jiji*, the competition between the Nippon Yusen Kaisha and the British India Steam Navigation Co. on the Calcutta run is growing increasingly keen, every trip entailing a loss of some 20,000 yen. It will be remembered, says our contemporary, that the British India Company asked the English Chambers of Commerce to prevent the Nippon Yusen Kaisha from engaging in business on the Indian coast in view of the fact that Japan does not allow foreign steamers to engage in Japanese coastal trade, but the application was rejected. (This, of course, is far from accurate, but it is not worth while to instruct the *Jiji* on such a matter.) Consequently it started the competition against the Nippon Yusen Kaisha. (This, also, is another inaccuracy. No sort of protest was made until a Japanese subsidised company tried to push a British company out of business in its own port.) Recently the British India Company increased the number of steamers on this run to eighteen, hoping to defeat the Japanese company at a blow, as it was under the impression that the Government was going to withdraw the subsidy in accordance with the administrative reform scheme, and that the N.Y.K. would then be unable to continue the campaign. It still hopes it may be able to make favourable terms with the Nippon Yusen Kaisha, though these may fall short of victory.

The Nippon Yusen Kaisha will not be easily frightened by the mere increase of steamers, however, as it started the campaign with great determination. With the coming of the south-west monsoon in June, the loss will be greater than ever, and will fall principally on the British India Company, which the *Jiji* says will be running a large number of steamers practically empty. — *Japan Chronicle*.

BARBARISM IN HONAN.

AN OLD MAN BEATEN TO DEATH.

The *Peking Daily News* prints the following letter from a reliable correspondent at Kingtszwan:—

The efforts of China's new rulers to stamp out the opium curse are resulting, at any rate in this district, in much unnecessary cruelty. For some months we have been hearing in this town of much injustice which has culminated in a most brutal murder by the Local Board of an old gentleman well-known to us, aged 69 years.

Early in the winter of last year a Weiyeun ordered all land sown with the poppy plant to be ploughed up and Mr. Kao called all his tenants together and gave strict injunctions to carry out these official orders. In March of this year I stayed with Mr. Kao for 10 days and during that time he showed me over his fields, and whilst the poppy plant had everywhere been destroyed yet here and there one could discern a single plant showing its head among the crops of wheat, as might be expected. Ten days ago the wife of one of the poorer tenants had been out plucking wild vegetables and had plucked, wherever she had seen them, these stray poppy plants. An official of the Local Board passing the door saw these plants drying in the sun and saw that was more to his purpose how he might make a little money. "Whose land do you rent?" Mr. Kao's, was the answer. "The man was arrested, but as he was a 'dry bone' was released and Mr. Kao was dragged off as a prisoner. His defence before the Local Board was that any land of his found to have opium growing upon it should be confiscated to the public use. This was refused, as his accusers knew that Mr. Kao had no land that could be said to have opium growing upon it. He was ordered to pay a fine of three hundred taels, and refusing to pay was sent to this place as a prisoner. A long day's journey of 30 English miles exhausted the old man, who reached here at sunset and without being allowed to take a meal was hurried before a Weiyeun. This Officer of the Law (1) without any evidence ordered Mr. Kao to pay a fine of five hundred taels. On refusing to pay Mr. Kao was commanded to kneel for a beating. In order to make the chastisement more severe the old man was forced by the cruel lictors to rest his frail body on a stone parapet so that as each blow fell the strain on the heart must have been unbearable. Three hundred heavy blows were given by three different lictors and then the old man was allowed to rise and a local merchant bailed him out until the next day when he was promised more. But at 9 o'clock on the following morning he breathed his last and so escaped his avaricious and cruel tormentors!

During the day the public showed unusual excitement at this case and the Weiyeun thought it best to make himself scarce and ran away to give his own version to the District Magistrate. On the following day when Mr. Kao's relatives reached the Yamen to report, he (the Magistrate) refused to hear the truth and cursed them for saying Mr. Kao was 69 years of age. He refused to come up and hold an inquest and the body still lies here unburied. The man who ordered this illegal and cruel beating on this innocent and frail old man is but a lad of 22 years of age. Under the Manchurian Dynasty it was an unheard-of cruelty to beat an old man of such ripe years. No wonder the people are openly saying, if this be the method of a Republic the sooner we strike for a Monarchy the better.

CANTON-HANKOW RAILWAY.

THE RUPEE SECTION.

In an interview with the representative of a Hankow contemporary Director General Tsen Chun-hsuan of the Hukang Railway stated that arrangements were being made with General Li Yuan-hung for the purchase of the public land required for the Hupeh section of the Canton-Hankow railway. The point of difference was that the land was valued higher than before the revolution. However, he hoped soon to come to an agreement on this point. When the land purchase was arranged construction would begin.

Referring to the Ichang-Kueichow line, the Director said that an American engineer had been sent to make a survey and that the construction of the line would be most difficult because of the obstruction of the Wu-shan mountains. He expressed doubt whether the line was feasible. Millions would have to be sunk in piercing the hill. Before the revolution he had advocated the connection of Clengtu and Chungking with the Loyang-Tungkuan railway, via Hanchung, and he believed that route would be more profitable in view of the prosperous lands through which the railway would pass. It would also avoid the competition of water transport.

Turning to the section between Ichang and Hankow, Mr. Tsen stated that he would like to have the line built direct from Hankow through Anlu and not to connect with the Peking line at Kuang-shui. The trouble of changing at Kuang-shui for Hankow should be avoided.

CURRENCY LOAN.

TO BE FOLLOWED BY ANOTHER.

Regarding a further Quintuple Loan Reuter's correspondent at Peking says it appears probable that after the issue of a currency loan a quintuple loan of £10,000,000 will be floated on terms similar to those of the recent loan. The matter is at present under discussion, but details have not been definitely arranged.

The importance of the matter is considered to lie in the fact that the Quintuple Powers desire to complete China's financial rehabilitation by providing sufficient funds thoroughly to restore equilibrium throughout the Republic, after which it is expected that thorough progress should set in.

While further payments are not being made the Austrian loan is apparently postponed; the German portion of it is said to have lapsed owing to the firm opposition of the German Government.

INTIMATIONS

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M.P.



A Really Reecherobé Whisky. The best that quality of ingredients and age combined with experience and skill can produce.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

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HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue to

THE SOLE AGENTS.

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

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OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. 709-810 BLDGS. CHATER RD. HONGKONG

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PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualified by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

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TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD. SHANGHAI.



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NEW ADVERTISEMENTS

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1912 of SIXTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 2nd June, 1913, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 2nd June, 1913. [756]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship "ERROLL"
FROM GLASGOW LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 9th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL & Co., Ltd., Agents, "MOGUL LINE."
Hongkong, 3rd June, 1913. [757]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

Arrived Hongkong on 3rd June, 1913.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1913. [1]

S.S. "ARMAND BEHIC"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London or S.S. "Medoc" from Havre or S.S. "Ville d'Arras" from Bordeaux or S.S. "Ville Valoisienne" from Antwerp, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be counter-signed by the Underwriter, Goods remaining undelivered after the 9th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 13th inst., or they will not be recognised.

All damaged packages will be examined on the 9th inst., at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 1st June 1913. [2]

INTIMATIONS

CANTON INSURANCE OFFICE, LTD.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of the General Agents of that Company, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 11th day of June, 1913, at Noon, when the following Resolutions which were passed at the extraordinary General Meeting of the Company held on the 11th day of May, 1913, will be submitted for confirmation as Special Resolutions—

- (1) "That the draft new Articles be approved."
- (2) "That the new Articles already approved by this Meeting which have for the purpose of identification been subscribed by the Chairman of the Company and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

Dated this 21st day of May, 1913.
JARDINE, MATHESON & Co., Ltd.,
General Agents,
CANTON INSURANCE OFFICE, LTD.
[697]

NOTICE

WE HAVE This Day authorised Mr. ARTHUR DAVID OPENSEAW to Sign our Firm by Procuration.
CALDBECK, MACGREGOR & Co.,
Hongkong, 1st June, 1913. [750]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

DIVIDEND WARRANTS dated London 14th April, 1913, may be had on application at the Offices of the Underwriter, JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 2nd June, 1913. [754]

NOTIFICATION

THE CHEFOO HARBOUR IMPROVEMENT COMMISSION, constituted under an agreement between the Chinese Government and the Foreign Treaty Powers, is now prepared to hear from Contractors desirous of undertaking the construction of a Breakwater at Chefoo.

Communications in foreign languages should be addressed to the Senior Consul, Dr. P. LEWZ, H.L.G.M.'s Consul; if in Chinese, to the Superintendent of Customs, WANG CH'EN-KANG (王君).

Chefoo, 22nd May, 1913. [730]

WANTED FOR SHANGHAI.

SECRETARY for the CHINA COAST OFFICERS' GUILD.
Apply by letter only.
MACWEN, FRICKEL & Co.,
Hongkong, 2nd June, 1913. [757]

WANTED.

ONE SECOND-HAND 8 inch centre SCREW-CUTTING LATHE, complete with Change Wheels, Face Plate, and Chuck. Must be in good condition.
Apply to—
ARRATTON V. APCAR & Co.,
Hongkong, 31st May, 1913. [756]

WANTED.

ADY STENOGRAPHER and TYPIST.
Apply giving particulars and Salary required to—
Box 28,
Care of "Daily Press" Office,
Hongkong, 29th May, 1913. [725]

WANTED TO LET.

LAUNCH on Hire, for Small Bathing Parties.
For Rates apply to—
"M. P."
Care of "Daily Press" Office,
Hongkong, 14th May, 1913. [635]

MESSAGE.

SKILLFUL, Safety in the General or Electric.
Miss MORITA,
Care of NOMEA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 31st May, 1913. [652]

SHIOYA HOTEL (late Seaside Villa), Island Sta., now open for the season. Every comfort. Moderate rates.
Address—
MANAGER,
SHIOYA HOTEL,
Near Kobe, Japan.
705]

FOR SALE.

NO. 199, WANGHAI ROAD, ON INLAND LOTS No. 742 and 743.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 3rd June, 1913. [753]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

WHY NOT SLEEP SOUND

THESE HOT NIGHTS?

STAPLES SPIRAL SPRING MATTRESS

WILL ENSURE THIS IF YOU USE ONE.

YOU KNOW

THE OLD WOVEN WIRE "SAGS," CROOKS THE SPINE, CAUSES BACKACHE, HEADACHE, NERVES, INDIGESTION AND THAT TIRED FEELING ON RISING.

STAPLES SPIRAL SPRING MATTRESS

"CANNOT SAG." THE SPRINGS

MOULD THEMSELVES TO THE BODY.

SLEEP STRAIGHT AND REAP

THE BENEFIT OF A GOOD-NIGHTS SLEEP.

"A STAPLES MATTRESS MEANS BETTER HEALTH."

CALL AND INSPECT ONE.

LANE, CRAWFORD & Co.

PEEK, FREAN & CO'S, CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED

PER S.S. "NARRUNG."

STOCKED BY

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KWONG HIP SHING.

KWONG WAH.

AND OTHER LEADING COMPRADORES.

ASK FOR

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AND MENAGERIE

AGAIN! AGAIN! AND EVERY EVENING AT 9.15 P.M.

MATINEES EVERY WEDNESDAY AND SATURDAY,

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Hongkong, 3rd June, 1913. [723]

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1085

CHEESE

WE beg to inform our Customers that

we have received a New Shipment

of our well-known CANADIAN STILTON

CHEESE.

THE DAIRY FARM CO., LTD.

[28]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of June, 1913, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND "at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Block	Locality	Boundary Measurements (Approximate)	Contents	Area	Upset Price
1	Kennedy Road	feet feet feet feet	9,700 about	1,303	740

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET,

GREAT DEMAND FOR LONG WAIST BEEC FORM AND NUFORM.

HOOSAIN-ALI & Co.,

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Corner of Zeland Street.
Hongkong, 14th April, 1913. [145]

GRACA & CO.

PANDAS ST. (Hongkong Hotel Building)
Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.
Just Received
FRESH SUPPLY OF
VEGETABLE SEEDS.
[529]

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OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPORTS.

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NO 21, SHELLEY STREET.

"CRAIG RYRIE," No. 4, The Peak, To

Let. 8 ROOMS; Tennis and Croquet Lawns;

Fine Situation.

From 1st February, 1913, MERION, No. 1,

Peak, Furnished or Unfurnished. 6 ROOMS

To Let or For Sale. "GLENSHIEL," No.

124, Barker Road, Peak. 5 ROOMS.

For Sale. "LADDERBROOK," No. 9, Con-

duit Road, Fine View of Harbour, 8 Rooms,

3 Bathrooms, Garden and Tennis Court.

Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE,"

on part of Kowloon Island Lot No. 1154.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 33th May, 1913. [64]

TO LET.

LARGE SUBSTANTIALLY-BUILT

GODOWN, situated on Water Front,

East Point.

For further particulars apply Property Office.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 15th August, 1912. [67]

TO LET

TO LET.

1ST FLOOR, No. 8, Wood Road.

Apply to—

THE YEE YUEN,

No. 192, Queen's Road East.

Hongkong, 14th May, 1913. [669]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS

with Two Bathrooms, Pantry, Kitchen

and Servants' Quarters. Bathrooms fitted with

English Baths. Kitchen has English Cooking

Range and Hot Water Boiler. Electric Light

throughout. Immediate Possession.

ALSO

NEW FIVE-ROOMED TERRACE

HOUSES with Tennis Courts Ready for

occupation about 1st May.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings.

Hongkong, 12th May, 1913. [663]

TO LET—From 1st July.

THE Premises including the Silk Godown

in Canton on Shamien Lot 19 known as

"THE RED HOUSE" now in the occupation of

Mr. T. E. Griffith.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 15th May, 1913. [676]

TO LET.

A HOUSE in KNOTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.,

Hongkong, 1st June, 1913. [506]

TO LET UNFURNISHED.

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"MYRTLE BANK" 51, THE PEAK,

Mount Kellett, 2 Reception Rooms,

3 Bed-rooms, Drying Room and usual Offices;

Monthly Rent \$175 exclusive of Taxes; Gas

and Water laid on.

Apply to—

COMMISSIONER

Kowloon Customs,

York Buildings, Chater Road.

Hongkong, 26th May, 1913. [715]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 & 14, Queen's Road Central,

No. 9, MOUNTAIN VIEW, PEAK.

No. 5, STEWART TERRACE, PEAK.

Apply to—

M. J. D. STEPHENS.

Hongkong, 15th May, 1913. [722]

TO LET.

NOTICES TO CONSIGNEES

NOTICE

9297/8. 10 B's Old Newspapers ex a.s. "HONGKONG" arrived Hongkong from United Kingdom 25th Nov. 1912. Bill of Lading No. 139.

9297/9. 20 B's Old Newspapers ex a.s. "HONGKONG" arrived Hongkong from United Kingdom 25th Nov. 1912. Bill of Lading No. 139.

The above Cargo present lying in Godown No. 3, 10th Wharf, Kowloon, and being in bad condition, will, unless claimed within Fifteen Days from Date of this Notification, be sold to satisfy Storage Charges.

BUTTERFIELD & SWIRE.

Agents.
OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL S.N. CO., LTD.
Hongkong, 30th May, 1913. [73]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, unless delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

All Claims must reach us before the 11th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents
Hongkong, 28th May, 1913. [74]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"DILWARA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, unless delivery may be obtained.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 4th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 1st June, 1913. [60]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SUNDA,"
Arrived Hongkong on 31st May, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, unless delivery may be obtained.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 31st May, 1913. [11]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"SWAZI,"
Captain H. J. Abbey, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 9th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,
Agents.
Hongkong, 2nd June, 1913. [749]

SORE THROAT.

THE REMEDY DOCTORS USE.

Most people know that sore throat is caused by germs, which are inhaled from the air and multiply in the throat, where they manufacture their specific poison. To cure the throat, the germs must be killed.

The only thing which will do this is a powerful germ destroyer dissolved in the saliva. It must, however, be made active only at the moment it is dissolved.

Only one preparation has this unique property. It is the one doctors use for their own sore throats—proof that it is the best. This preparation, is Wulff's Formamint.

A physician explains, in *The Practitioner*, why doctors use it for themselves. He writes: "I have never had sore throat myself since I began to use Wulff's Formamint, although I suffered periodically before."

Why doctors prescribe it for their patients is further explained in the same paper. The author states: "Having tried all the British Pharmacopoeia lozenges and most of the well-known proprietary antiseptic lozenges, I have become reduced to one, and one only (for sore throat), namely, Wulff's Formamint."

Distinguished patients who have used Wulff's Formamint are equally emphatic in their statements. Viscount Masserene and Ferrand writes: "I have found Wulff's Formamint most effective for the cure of sore throat, which quickly disappears after using a few tablets."

Such testimony must convince everyone that Wulff's Formamint is the best remedy for sore throat. All Chemists sell it, in bottles of fifty tablets. Refuse all substitutes, and insist on having Wulff's Formamint, which is manufactured under a fully patented process. Messrs. A. Wulff & Co., 10, King's Road, Shanghai, will send a free booklet on sore throat, written by a famous London doctor, to all who write for it, mentioning this paper.

[165-F. 235]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Brady, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Prichard, Hongkong.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darwall, Canton.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Comdr. Hugh P. E. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Jin, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. Mackenzie, D.S.O., Penang.

Fama, torpedo-boat destroyer, 300 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. Wilkin, Hongkong.

Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M. V. O., on route to Weihaiwei.

Hamshire, 10, 850 tons, 21,000 f.d., 14 guns, Captain Marcus Rowley Hill, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Yokohama.

Kinsla, 610 tons, i.h.p. 1,236, Lt. Comdr. H. Maryatt, Hongkong.

Morlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Pasco, Labuan.

Minotaur, armoured cruiser (disagb), Vice-Admiral T. H. Jermyn, C.B., i.h.p. 27,000, Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Yokohama.

Moorehen, river gunboat, 120 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Allen Dixon, Canton.

Nowcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray, R.N., Yang-tze.

Otter, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Chambers, Hongkong.

Ribble, T.B.D., 390 tons, 7,500 f.d., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Yangtze.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Hewson-Nash, Hongkong.

Rosario, torpedo ship for submarines, 960 tons, i.h.p. 1,500, Lt. Comdr. N. E. Archdale, Canton.

Soopier, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, west River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Toku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. H. Ryder, Hongkong.

Towar, receiving ship, 4,650 tons, 6 guns, Commodore R. Austruther, C.M.G., Hongkong.

Teal, river gunboat, 120 tons, 2 guns, 240 h.p., Lieut. Comdr. H. A. Guy Stoford, Chung-king.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. E. N. Cottrell-Dormer, Hankow.

Ush, T.B.D., 390 tons, 7,500 f.d., 6 guns, Lt. Comdr. Maxwell, Yangtze.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, on route to Weihaiwei.

Welland, T.B.D., 390 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Yangtze.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. R. Neville, Yangtze.

Widgeon, gunboat, 195 tons, 2 guns, 600 h.p., Lieut. Comdr. J. C. F. Borrett, Kiating.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM YOKOHAMA, KOBE AND MOJI.

THE Steamship

"TORILLA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 2nd June, 1913. [60]

THE OPIUM TREATY DISPUTE.

(Continued from page 5.)

on the part of China their efforts would have been useless. It would have simply meant for China the establishment of a Chinese monopoly. We should have lost our revenue and would not have benefited the people of China in the slightest. They had to consider the evincing sympathy for the Chinese attitude what course would be most useful and likely to help China itself. China had an almost insurmountable task. She had not only to get rid of opium growth in China, but to deal with the desire of people for opium. If, therefore, we had suddenly ceased to send any opium to China the result would have been to give a new incentive to opium-growing in China. Accordingly what the Chinese suggested was the *pari passu* policy—the policy of stopping imports as she stopped her growth.

He hoped they would not talk about forcing China to take opium. China wanted to rid herself of opium and asked for our co-operation. As a free agent she asked us to consider a treaty, agreed to that treaty, and expressed satisfaction with it as a means of assisting her in getting rid of the opium she grew in China itself. In 1907 the Indian Government, acting through His Majesty's Government, agreed to extinguish the Indian opium trade with China in ten years on condition that in the same time China extinguished her growth of opium. The extinction of the poppy in China went on at such a rate that in 1911, at the end of a trial period, the Chinese Government suggested a modification of the treaty with a view to quickening this *pari passu* policy. The treaty was accordingly modified. We adopted the plan of extinguishing the opium which was to go into China, and we agreed to abandon our treaty rights of importing opium into China indiscriminately and to stop the importation into any part which might be proved to be free from opium. After this treaty the three Manchurian provinces and Szechuan and Shansi were closed with the assent of His Majesty's Government at the end of August, 1911. Two more provinces were closed in January, 1912, and His Majesty's Government had also agreed to investigate in three more provinces with a view to their being closed if the result was satisfactory. Under the other parts of the treaty of 1911, we had a right to sell to China 16,580 chests of opium this year, 11,461 next year, 10,200 in 1913, 5,100 in 1916, and that was the end of the Indian Chinese opium trade. (Hear, hear.)

The situation had been complicated by the accumulation of approximately 20,000 chests of opium in the treaty ports. These accumulations were due to the disregard of treaty engagements of some of these provincial governments. In some of these provinces, opium was actually being grown by the farmers with impunity. His own belief was that the accumulations never represented a desire of the Central Chinese Government to shirk its treaty obligations, but were merely an index of the trouble which the Chinese Government went through in its transition from an Empire to a Republic. Now that better order had been restored these stocks were no longer lying at the treaty ports, but were going into the country in a regular way, competing with the Chinese native opium, except in the provinces that had been closed, at the rate of 2,000 chests a month. To assist China the Indian Government was prepared to take a third step in advance. They had abandoned altogether the revenue derived from the sale of opium to China for this year and were to-day selling no opium to China. He was in as proud a position as an Under-Secretary for India had ever occupied in saying for the first time in the modern history of India that we were selling not an ounce of the poppy to China. (Cheers.)

When the present stocks were absorbed in, roughly speaking, a year's time, we should have the treaty right, in response to China's own demand, to sell her 26,781 chests more, but he was glad to be able to tell the House that, notwithstanding that, and that we might get something like £11,000,000 sterling for the opium, we were prepared to revise the treaty of 1911—(hear, hear)—and not to send any more opium to China, not only this year or while the stocks were being absorbed, but never again. (Cheers)—with the single condition that we desired to be satisfied that China was steadfast, as he believed, in the pursuit of her present policy. That condition was in the interests of China herself. (Cheers.) The growth of the poppy in India would be reduced to an amount sufficient to supply the Indian and extra Chinese markets. We were able not only to respond to the recent request of the Chinese Republic for the united prayers of the Churchmen of this country, but a short time afterwards, in the British House of Commons, to show real sympathy with China in the action which he had announced. (Hear, hear.) He asked the House to acknowledge the debt which they owed to the representatives of the people of India for the extent to which, with the exception of a few grumblers, they had cheerfully accepted the arrangement. (Hear, hear.)

MR. GERSHON STEWART'S SPEECH.

Mr. Gershon Stewart: After the very thrilling answer that the Under-Secretary has made there is really very little to go on with this discussion. I think, with the Under-Secretary, that the proposers of the resolution would be well advised not to go to a division. As to the first part of it up to the words "morally indefensible," probably the majority of the House is in full accord. I would suggest that the two concluding paragraphs of the resolution are open to considerable improvement, and that it is not for us to signify to China any means of evading her treaties, because she has shown too much willingness to do that already. If she wishes to be relieved of a treaty, surely she can come forward through the ordinary diplomatic channels, and not take the law into her own hands, as at present. The third part of the resolution calls upon the Government to

throw away from China the stocks of opium there. That would be particularly hard upon the owners of that opium, and would be a breach of faith on the part of the British Government. The House should remember that those engaged in the trade are our Indian fellow-subjects, who look upon this thing from a different point of view to us. After the statement of the Under-Secretary that the opium has been going off at the rate of 500 chests per week lately, we may leave the matter as it is, content also with the reflection that in dealing with opium we are not dealing with a wasting security, but that opium can stand, a considerable amount of keeping, and improve in the keeping.

I approve of what the Under-Secretary said as to opium substitutes. I think it would be in the highest degree deplorable if our Indian fellow subjects should find that we have stopped their trade, which they have always looked upon as a fair trade, to let in cocaine, laudanum, and morphine. It is indeed hard that the Indian trader should be condemned for what he sees no harm in, while probably within one or two miles of this House there are being manufactured and sent out to China, without let or hindrance, drugs which do even more harm to the frame and character of the Chinese than opium. When this very question was raised by an official member of the Hongkong Legislative Council a short while ago, under instructions from home, said they could not see their way to do anything, as it would interfere with the principles of Free Trade. I am not a Free Trader to that extent. I think there is one way in which the India Office could still further help the stock-holders of Indian opium. The shipments to our ports have been cut down already from 13,000 chests to 9,000 chests this year. Experienced opium dealers say that the outputs do not require more than 7,700 chests; and if they cut their shipments down to the lowest possible amount to meet local consumption in Java and other places—that would prevent the smuggling of uncertified opium, and I think to that extent the opium stock-holders in China who have paid millions and millions to the Indian Government have a claim to consideration from the Indian Government.

I should like to draw attention to something I saw in the statement of the Indian Finance Minister. He says he is devoting £460,000 of his surplus for educational purposes, to hostels and universities in India. You cannot make any person moral by law. You can only do so by precept, education, and example, and instead of handing out of the Exchequer indemnity to the opium dealers, who can well afford to do without it, in view of the enormous profits they have made, the Government would be well advised if they released a certain amount of this indemnity and devoted it to the assistance and formation of a British University in Central China at Hankow. Germany and the United States are doing this in their respective spheres of influence. I merely suggest that. I ask the Government to think if after what has been done in Hongkong whether we should not also do something of the same sort in Hankow. The amendment and motion were then withdrawn.

LINER'S TERRIBLE VOYAGE.

£9,550 FOR ASSISTING THE "SNOWDON RANGE."

Judgment has been given in the Admiralty Division in the action for salvage remuneration brought by the Dominion Line of Liverpool, owners of the steamer *Welshman*, against the Neptune Steam Navigation Company (managed by Messrs. Furness, Withy & Co.), of West Hartlepool, owners of the steamer *Snowdon Range*. The action concerned the famous and adventurous voyage, extending from November 22nd, 1912, to January 1st, 1913, which the latter vessel made between Philadelphia and Leth.

Capt. Ernest John Dickinson, of the *Snowdon Range*, said, in reply to Mr. Hamer Greenwood (one of the defendants), that his owners have promised him a brand new ship.

Mr. Laing, K.C. (for the *Welshman*): You had a severe time of it after your rudder went wrong?

The Witness: Yes.

You always appeared to be cheerful throughout it. We judge that when we come to read the log—Yes, we were cheerful.

Is there no limit to the endurance of the *Snowdon Range*?—I don't know.

Mr. Laing said the witness rendered were to a most meritorious kind. With regard to the *Snowdon Range*, it almost thrilled one to read the account in its log of how the captain and the crew battled with the elements.

The President said that during the whole of the troublous time through which the vessel went her master and crew showed their courage and indomitable spirit. In the case of the *Welshman* he made an award of £9,550, apportioned as follows: To the owners, £7,850; master, £500; crew, £200.

To the *Salome*, a trawler which rendered assistance, the Court awarded £450.

PASSED THE CANAL.

May 6th—*Altal*, *Bendeleuh*, *Jandia*, *Errall*, *Shimosa*, *Socotra*, *Altmark*, 9th—*Antenor*, *Armand Behic*, *Koerber*, *Kilana*, *Maru*, *Pelorus*, *Princess Alice*, 13th—*Canton*, *Inverclyde*, *Kager Maru*, *Thetis*, *Baron Caudor*, *Nagato*, 16th—*Agamemnon*, *Ernest Simons*, *Macdon*, *Monmouthshire*, *Nyassa*, *Sardinia*, *Ormazon*, 20th—*Bentley*, *C. Ferd Lacis*, *Derfflinger*, *Asama*, *Sachsen*, *Goldenfels*, *Indraghiri*, 23rd—*Atsuta*, *Maru*, *Iyo Maru*, *Sado Maru*, *Mendaula*, *Spezia*, *Welsh Prince*, 27th—*Hysion*, *Atlantique*, *Rheuss*, 30th—*Antiochus*, *Ceylon*, *Nore*, *Peiho*, *Simla*, *Baron Erskine*, *Amazon*.

ARRIVALS AT HOME.

May 30th—*Iyo Maru*, *Luetzow*, *Sachsen*, *Shimosa*, *Schwarzburg*.

SHIPPING IN PORT.

STEAMERS.

BURKNEBEL, German str., 3,638, Freedom, 20th May—Hamburg 18th April, General.—Hamburg-Amerika Linie.
CARL DIEDERICHSEN, German str., 774, E. Pahren, 1st June—Hohow 31st May, General.—Jensen & Co.
CHINLI, British str., 1,143, McGarity, 31st May—Hongkong 28th May, Coal.—Butterfield & Swire.
CHINLIANG, British str., 1,286, G. B. Atinale, 20th May—Saigon 23rd May, Rice.—Butterfield & Swire.
CROWTAR, German str., 1,115, E. G. themians, 20th May—Javakok 22nd May, Rice.—Molcher & Co.
CRUSANG, British str., 1,418, C. J. Mattock, 31st May—Singapore 24th May, General.—Jardine, Matheson & Co.
DIWARA, British str., 3,460, G. N. Ramago, R.N.R., 1st June—Singapore 27th May, General.—David Sassoon & Co.
DOROTHEA RICKMEIS, German str., 2,667, W. Thode, 2nd June—Sabang, General.—Mitsui Bussan Kaisha.
EIDER, Norwegian str., 875, E. Fingelsen, 30th May—Dairen 24th May, General.—Chinese.
EMPRIS OF INDIA, British str., 3,032, A. Halley, 25th May—Vancouver 7th May, Mails and General.—Canadian Pacific Railway Co.
FUKU MARU, Japanese str., 3,037, H. Tomimaru, 24th May—Moji 18th May, Coal.—Mitsui Bussan Kaisha.
GISELA, Austrian str., 2,542, Jopceville, 31st May—Trieste 11th April, General.—Sander, Wieler & Co.
GLENSHEAN, British str., 3,322, D. C. Horne, 25th May—Cardiff 17th May, Coal.—Dodwell & Co.
GLENSHEAN, British str., 3,054, J. McGillivray, 27th May—Singapore 21st May, General.—Shewan, Tomes & Co.
HAKUTO MARU, Japanese str., 2,426, K. Nishikawa, 30th May—Keelung 27th May, Coal and General.—Dodwell & Co.
HALVARD, Norwegian str., 1,056, C. Andersen, 30th May—Hohow 29th May, Rice.—G. S. N. Co.
HANOI, French str., 739, Ch. L. Chevalier, 1st June—Fakhof 31st May, General.—A. R. Marty.
HONGKONG MARU, Japanese str., 3,462, T. Sagara, 19th May—Moji 14th May, General.—Toyo Kisen Kaisha.
HUPEL, British str., 1,205, A. Tucker, 1st June—Saigon 28th May, Rice.—Butterfield & Swire.
JOHANN, German str., 932, H. Ipland, 23rd May—Rangoon 13th May, Rice.—Jensen & Co.
KAJO MARU, Japanese str., 2,034, Yamamoto, 1st June—Swatow 31st May, General.—Osaka Shosen Kaisha.
KAMOR, Norwegian str., 948, Talck-Muus, 26th May—Bangkok 20th May, Rice.—Order.
KINKARU MARU, Japanese str., 3,324, H. Koidumi, 24th May—Moji 19th May, Coal.—Mitsui Bussan Kaisha.
KWONGSANG, British str., 1,425, W. T. Richard, 1st June—Swatow 31st May, General.—Jardine, Matheson & Co.
KYONO MARU, Japanese str., 1,955, S. Moriaki, 30th May—Nouchwang 22nd May, Coal.—Mitsui Bussan Kaisha.
LUCROW, British str., 1,294, W. Baddeley, 1st June—Shanghai 29th May, General.—Butterfield & Swire.
MACHW, German str., 995, R. Zollner, 21st May—Bangkok 25th May, Rice and Coal.—Butterfield & Swire.
MAUSANG, British str., 1,644, A. C. A. Correck, 2nd May—Sandakan 27th May, Timber and General.—Jardine, Matheson & Co.
MONGOLIA, American str., 8,750, Emery Rice, 1st June—San Francisco 3rd May, Mails and General.—Pacific Mail S.S. Co.
MONTAGIE, British str., 3,053, F. L. Davison, 13th May—Vancouver 17th April, Flour and General.—Canadian Pacific Railway Co.
NO. 2 DATO MARU, Japanese str., 748, T. Watanabe, 25th May—Saigon 23rd May, Rice.—Order.
NIKKO MARU, Japanese str., 3,439, M. Yagi, 2nd June—Yokohama 24th May, General.—Nippon Yusen Kaisha.
ONKANG, Chinese str., 1,748, Picknell, 20th May—Chinwanteo 22nd May, Coal.—Jardine, Matheson & Co.
PREUMPHET, British str., 1,055, J. H. Scott, 4th May—Saigon 20th May, General.—Chinese.
QUEEN, German str., 1,145, H. Nadsen, 29th May—Bangkok 20th May, Rice.—Siemens & Co.
RAJAH, German str., 2,026, C. Rosinsky, 28th May—Bangkok 19th May, Rice.—Butterfield & Swire.
SEANGHON, British str., 3,722, W. T. Larkins, 30th May—Singapore 26th May, General.—Chinese.
ST. ALBANS, British str., 4,500, E. B. Simpson Bakie, R.N.R., 1st June—Melbourne 30th April, General.—Gibb, Livingston & Co.
TAMHUN, Chinese str., 1,216, Paramore, 2nd June—Shanghai 29th May, General.—Chinese.
TELEMAHUS, British str., 1,346, Fraser, 30th May—Saigon 26th May, Rice and General.—Woo Fat Hong.
TOO SHU, Chinese str., 577, O. H. Hoig, 1st

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMERS To SAIL.

SHANGHAI, KOBE AND ATLANTIQUE On 16th June, at 7 a.m.
YOKOHAMA Capt. Lida

MARSEILLES VIA PORTS PAUL LEON On 17th June, at 1 p.m.
Capt. Valat

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 30 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG

TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS. FROM COLOMBO:
23rd June. Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNEBIC" On or about 20th June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA" 5,378 tons, Captain Ramsay, R.N.M., will be dispatched to KOBE and MOJI on 6th June.
S.S. "ARRATON APCAR" 4,450 tons, Capt. W. Walker, will be dispatched to SHANGHAI, KOBE and MOJI on 5th June.

WESTWARD.

S.S. "TORILLA" 5,205 tons, Capt. C. J. Swanson, R.N.M., will be dispatched for SINGAPORE, PENANG and CALCUTTA on 7th June, at 1 p.m.
S.S. "GREGORY APCAR" 4,600 tons, Capt. J. E. Drake, will be dispatched on above on 9th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 4th June, 1913.

"THE BIG 4" of the
PACIFIC MAIL S.S. CO.

COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws	SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws	KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws	LULU (the Paradise of the
NILE 11,000 tons	Pacific) through Service via
CHINA 10,200 tons	NEW YORK to Europe.
PERFIA 9,900 tons	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	10th June, at 1 p.m.
MONGOLIA	27,000	...	TUESDAY	1st July, at 3 p.m.
PERFIA	9,900	...	TUESDAY	9th July, at 1 p.m.
KOREA	18,000	...	TUESDAY	22nd July, at 1 p.m.
SIBERIA	18,000	...	TUESDAY	29th July, at 3 p.m.
CHINA	10,200	...	TUESDAY	5th Aug., at 1 p.m.
MANCHURIA	27,000	...	TUESDAY	19th Aug., at 3 p.m.
NILE	11,000	...	TUESDAY	26th Aug., at 1 p.m.
MONGOLIA	27,000	...	TUESDAY	26th Aug., at 1 p.m.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
1st July ... PERFIA ...	3rd July	21st June ... PERFIA ...	23rd June
8th July ... KOREA ...	10th July	19th July ... CHINA ...	21st July
29th July ... CHINA ...	31st July	27th July ... MANCHURIA ...	29th July
19th Aug. ... NILE ...	31st Aug.	9th Aug. ... NILE ...	11th Aug.
16th Sept. ... PERFIA ...	18th Sept.	17th Aug. ... MONGOLIA ...	18th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 4th JUNE, 1913.
8 a.m. "HONAM."
10 p.m. "KINSHAN."

THURSDAY, 5th JUNE, 1913.
8 a.m. "FATSHAN."
10 p.m. "HONAM."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776; Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 8th JUNE, 1913.

The Company's Steamship "HEUNGSHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HONG-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 559 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "CANTON" 6,500 About 7th June.
KOBE and MOJI "CANTON" 6,500 About 7th June.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO.



SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.
S.S. CHIYO MARU... 22,000 tons.
S.S. SHINYO MARU... 22,000 tons.

AND
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily bath, bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND
RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75 MAIN STREET, YOKOHAMA.

AND "KING'S BUILDING, HONGKONG"

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 13th June, at 5 p.m.

Superior accommodation for 1st and 2nd Class passengers, no extras, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £21.5, II £16.10.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lyon, Calais or Boulogne, Class I £21.5, II £16.10.

BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.5, II £16.10.

BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £21.5, II £16.10.

TO SHANGHAI.

S.S. "KORBER," 9,900 tons, will leave as above on 23rd June, at 5 p.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND," 12,300 tons, will leave as above about 28th June.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIEBLER & Co., Agents,

Hongkong, 31st May, 1913.

Princes' Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. Kato	12,500	WED'DAY, 18th June, at 7 light.
	MISHIMA MARU Capt. A. E. Moses	16,000	WED'DAY, 2nd July, at Daylight.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 17th June, at 4 p.m.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Yagi	9,600	WED'DAY, 4th June, at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	WED'DAY, 2nd July, at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	COLOMBO MARU Capt. Kawashima	6,000	SATURDAY, 14th June.
BOMBAY VIA SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Tosawa	6,000	MONDAY, 9th June.
KOBE and YOKOHAMA	KAGA MARU Capt. Tabusa	12,500	THURSDAY, 24th June, at 11 a.m.
KOBE and YOKOHAMA	HAKATA MARU Capt. Nomura	12,500	MONDAY, 9th June.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. Sekine	7,000	WED'DAY, 4th June, at Noon.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita	12,500	WED'DAY, 4th June.

§ Fitted with New System of Wireless Telegraphy.

! Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11-42-13)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
to COLOMBO		MARSEILLES & LONDON		
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
ASSAYE ...	June 7	MOREA ...	July 6	July 12
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MALOJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £105.14 RETURN.
2nd " £48.8 2/2 1/2
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due MARSEILLES	Due LONDON
	About	About	About
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	August 29	Sept. 7
SINLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 2/2 1/2

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	SHARPS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA Capt. R. E. Peel	About 6th June	Freight only.
	SARDINIA Capt. G. Manley	About 12th June	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	5th June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASHLEY Capt. G. J. Caldwell	7th June	By Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 11th June	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 4th June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LUCHOW	On 5th June, 4 P.M.
SHANGHAI	LIANAN	On 7th June, 4 P.M.
CHINWANTAO	IOHANG	On 9th June, 4 P.M.
MANILA, CEBU and ILOILO	CHINHUA	On 10th June, 4 P.M.
SHANGHAI	ANNU	On 12th June, 4 P.M.
WEIHAWEI and TIENTSIN	HUICHOW	On 14th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANNU," "CHENAN," "LINAN" and the S.S. "LUOHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon maintain a fast schedule service between Canton, Hongkong and Shanghai, having Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 4th June, 1913. TELEPHONE 36. AGENTS**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 30th May.	On 7th June, 11 A.M.
ST. ALBANS	On 27th June.	On 21st June, 11 A.M.
EASTERN		On 18th June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 13th June.	S.S. ALESIA ... 11th June.
S.S. C. FERD LAEISZ ... 19th June.	For MARSEILLES & HAMBURG:
S.S. PREUSSEN ... 30th June.	S.S. SAMBIA ... 12th June.
S.S. SILESIA ... 20th July.	For HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ... 30th July.	S.S. SEGOVIA ... 19th June.
	For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)
	S.S. C. FERD LAEISZ ... 20th June.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. FUERST BUELOW ... 28th June.
	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRASILIA ... 2nd July.

HAMBURG-AMERIKA LINIE,
Hongkong Office.**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Roach	FRIDAY, 6th June, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgkin	TUESDAY, 10th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYUN"	Capt. J. W. Evans	WEDNESDAY, 11th June, at 11 A.M.
		SUNDAY, 16th June, at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1913.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, Noon.
TENYO MARU	E. Bent	SATURDAY, 21st June, at Noon.
SHINYO MARU	W. O. T. Finner	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 17th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	17,500	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier),

237

OSAKA SHOSEN KAISHA.REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU"	J. Kanno	WEDNESDAY, 27th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 20th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	M. Nemoto	SUNDAY, 22nd June, P.M.
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 4th June, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJIN MARU"	M. Nagano	SUNDAY, 8th June, at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 11th June, at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 6th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Kip Wharf (near the Harbour Office, Piers Central).
For FURTHER INFORMATION, apply to

Z KAMIYA

MANAGER
Second Floor, No. 1, Queen's Building

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 6th June, 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 16th June, 4 P.M.

For Freight or Passage, apply to—
HONGKONG, 30th May, 1913.P. ZWAN, TOMES & Co., General Managers,
PHILIPPINES S.S. Co.**THE TAIKOO DOCK YARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and FLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
"CHANGSHA"	11th June.	16th June.
"TAIYUAN"	6th July.	11th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 4th June, 1913. TELEPHONE No. 36. AGENTS. [755]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS...	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI...	JAVA	First half of June.	JAPAN	First half of June.
TJILIWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP.	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS...	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOER	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH...	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through bills of lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 4th June, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN," Capt. A. Ahlborn	17,500	Wednesday, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Prosser	17,000	About Wednesday, 11th June.
MANILA, YAP, MARONNE, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Benke	6,100	Saturday, 14th June, at 9 A.M.

KOBE and YOKOHAMA	"GOEBLEN," Capt. L. Klugkist	6,750	About Tuesday, 24th June.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Semhill	5,000	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telephoning.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 30th May, 1913.

OVOCITIN NERVE FOOD.

Ovocitin is a Combined Nerve Food made on strictly scientific principles. Besides other approved ingredients that are blood-forming tonics, it contains 25% Lecithin Albumen, which is well-known on account of its high physiological importance. Ovocitin is the first and most efficient nourishment in case of nervousness and accompanying symptoms, loss of appetite, sleeplessness, etc.

Sole Manufacturers:

HESS & GOLDSTAUB,
HAMBURG.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

AHMLING'S GOUT FLUID

A remarkable and guaranteed innocuous remedy of quick and excellent effect against GOUT, PODAGRA, RHEUMATISM, ISCHIAS, etc.

Two Table-Spoonsfull to be taken 10 minutes before each meal and before going to bed.

Sole Manufacturers:

AHMLING & CO., Hamburg.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

KAYSER'S PAINTS

"Perfect" Powder Paints,
Oil Paints,
Dry Paints,
Ship's Paints,
Varnishes.

Are World Renowned.

KAYSERWERKE KAYSER & Co
LUEBECK.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

NOTICE POST OFFICE

The Arcadia, with the English Mail, left Singapore on Saturday, the 31st ult., at 8 a.m., and is expected to arrive here to-day, at noon. This packet brings the Far East Mails closed in London for despatch by the all-sea route on the 30th April and for despatch overland on the 7th ult.

The Linna is expected to arrive here to-day, with the London Mail (via Siberia) of Friday, 16th ult.

FOR	DATE	TIME
Hainan, Peking and Saigon	Wednesday, 4th	9.00 A.M.
Swatow	Wednesday, 4th	10.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Wednesday, 4th	11.00 A.M.
Japan via Nagasaki	Wednesday, 4th	NOON
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Wednesday, 4th	1.00 P.M.
Bangkok	Wednesday, 4th	1.15 P.M.
Swatow, Amoy and Foochow	Wednesday, 4th	2.00 P.M.
Macao	Wednesday, 4th	3.00 P.M.
Straits, Batavia, Samarang and Sourabaya	Wednesday, 4th	3.00 P.M.
Shanghai, North China, Japan via Moji	Wednesday, 4th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Wednesday, 4th	5.00 P.M.
Hainan, Peking and Saigon	Thursday, 5th	9.00 A.M.
Swatow	Thursday, 5th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Thursday, 5th	1.00 P.M.
Japan via Nagasaki	Thursday, 5th	1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Thursday, 5th	2.00 P.M.
Bangkok	Thursday, 5th	3.00 P.M.
Swatow, Amoy and Foochow	Thursday, 5th	3.00 P.M.
Macao	Thursday, 5th	3.00 P.M.
Straits, Batavia, Samarang and Sourabaya	Thursday, 5th	3.00 P.M.
Shanghai, North China, Japan via Moji	Thursday, 5th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Thursday, 5th	5.00 P.M.
Hainan, Peking and Saigon	Friday, 6th	9.00 A.M.
Swatow	Friday, 6th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Friday, 6th	1.00 P.M.
Japan via Nagasaki	Friday, 6th	1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Friday, 6th	2.00 P.M.
Bangkok	Friday, 6th	3.00 P.M.
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Shanghai, North China, Japan via Moji	Friday, 6th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Friday, 6th	5.00 P.M.
Hainan, Peking and Saigon	Saturday, 7th	9.00 A.M.
Swatow	Saturday, 7th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Saturday, 7th	1.00 P.M.
Japan via Nagasaki	Saturday, 7th	1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Saturday, 7th	2.00 P.M.
Bangkok	Saturday, 7th	3.00 P.M.
Swatow, Amoy and Foochow	Saturday, 7th	3.00 P.M.
Macao	Saturday, 7th	3.00 P.M.
Straits, Batavia, Samarang and Sourabaya	Saturday, 7th	3.00 P.M.
Shanghai, North China, Japan via Moji	Saturday, 7th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Saturday, 7th	5.00 P.M.
Hainan, Peking and Saigon	Sunday, 8th	9.00 A.M.
Swatow	Sunday, 8th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Sunday, 8th	1.00 P.M.
Japan via Nagasaki	Sunday, 8th	1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Sunday, 8th	2.00 P.M.
Bangkok	Sunday, 8th	3.00 P.M.
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Shanghai, North China, Japan via Moji	Sunday, 8th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Sunday, 8th	5.00 P.M.
Hainan, Peking and Saigon	Monday, 9th	9.00 A.M.
Swatow	Monday, 9th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Monday, 9th	1.00 P.M.
Japan via Nagasaki	Monday, 9th	1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Monday, 9th	2.00 P.M.
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SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Monday, 9th	5.00 P.M.
Hainan, Peking and Saigon	Tuesday, 10th	9.00 A.M.
Swatow	Tuesday, 10th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Tuesday, 10th	1.00 P.M.
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Hainan, Peking and Saigon	Wednesday, 11th	9.00 A.M.
Swatow	Wednesday, 11th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Wednesday, 11th	1.00 P.M.
Japan via Nagasaki	Wednesday, 11th	1.15 P.M.
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Bangkok	Wednesday, 11th	3.00 P.M.
Swatow, Amoy and Foochow	Wednesday, 11th	3.00 P.M.
Macao	Wednesday, 11th	3.00 P.M.
Straits, Batavia, Samarang and Sourabaya	Wednesday, 11th	3.00 P.M.
Shanghai, North China, Japan via Moji	Wednesday, 11th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Wednesday, 11th	5.00 P.M.
Hainan, Peking and Saigon	Thursday, 12th	9.00 A.M.
Swatow	Thursday, 12th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Thursday, 12th	1.00 P.M.
Japan via Nagasaki	Thursday, 12th	1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island and India via Calcutta	Thursday, 12th	2.00 P.M.
Bangkok	Thursday, 12th	3.00 P.M.
Swatow, Amoy and Foochow	Thursday, 12th	3.00 P.M.
Macao	Thursday, 12th	3.00 P.M.
Straits, Batavia, Samarang and Sourabaya	Thursday, 12th	3.00 P.M.
Shanghai, North China, Japan via Moji	Thursday, 12th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Thursday, 12th	5.00 P.M.
Hainan, Peking and Saigon	Friday, 13th	9.00 A.M.
Swatow	Friday, 13th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Friday, 13th	1.00 P.M.
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Shanghai, North China, Japan via Moji	Friday, 13th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Friday, 13th	5.00 P.M.
Hainan, Peking and Saigon	Saturday, 14th	9.00 A.M.
Swatow	Saturday, 14th	11.00 A.M.
Japan via Moji, Honolulu, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronal	Saturday, 14th	1.00 P.M.
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Shanghai, North China, Japan via Moji	Saturday, 14th	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Saturday, 14th	5.00 P.M.

MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewelry, and where registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

Mails for CANTON, WUHOW and SHANGHAI are closed on week-days at 2.30 a.m. and at 6 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

June 2nd.

ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Ordre, at 4 months' sight	111 1/2
Documentary Bills 4 months' sight	111 1/2
ON PARIS:	
Bank Bills, on demand	251 1/2
Bank Bills, at 4 months' sight	251 1/2
ON GERMANY:	
On demand	203 1/2
ON NEW YORK:	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	49 1/2
ON HAMBURG:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI:	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA:	
On demand	97 1/2
ON MANILA:	
On demand	98 1/2
ON SINGAPORE:	
On demand	85 1/2
ON BATAVIA:	
On demand	127 1/2
ON HANKOW:	
On demand	13 1/2
ON HONGKONG:	
On demand	77 1/2
ON BANGKOK:	
Bank's Buying Rate	\$9.95
Gold L.S. 100 fine, per tael	\$52.30
BAR SILVER per oz.	27 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$3.24 discount
Chinese	10 "	\$3.40 "
Hongkong	20 "	\$3.10 "
Hongkong	10 "	\$3.50 "

MAILS VIA SIBERIA.

London	May 16th	May 31st
May 17th		June 2nd

TO-NIGHT

9.15 P.M.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Saturday, 7th June:—
9.15 P.M.—Cherniavsky at the City Hall.
Monday, 9th June:—
3 P.M.—Auction of Crown Land at Kennedy Road, by Public Works Dept.
Wednesday, 11th June:—
Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.

SHARE LIST.—QUOTATIONS.

(HONGKONG 2ND JUNE, 1913.)

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIVID.
BANKS.—					
Hongkong & Shanghai Bank Corporation...	120,000	\$125	all	\$307 1/2, sellers	5 1/2 p.c.
China Borneo Company, Limited ...	60,000	\$12	all	\$11, sellers	10 p.c.
China Light and Power Company, Ltd. ...	50,000	\$5	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10	all	\$8.65, buyers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	125,000	Tls. 50	all	Tls. 137 1/2, sellers	
Hongkong Cotton Spinning Co., Ltd.	40,000	\$10	all	\$91, buyers	
Dairy Farm Company, Limited	60,000	\$7 1/2	all	\$26, sellers	6 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$84, buyers	6 p.c.
H'kong and Whampoa Dock Co., Ltd.	10,000	\$50	all	\$76, buyers	7 1/2 p.c.
New Amoy Dock Co., Limited	55,700	Tls. 100	all	Tls. 62	
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 110	
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$5.60, buyers	
Green Island Cement Co., Limited	60,000	\$10	all	\$37, buyers	5 1/2 p.c.
Hongkong Electric Co., Limited	12,000	\$50	all	\$121, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	8,000	\$25	all	\$25, buyers	
Manila Metropolitan Hotel Limited	15,000	\$10	all	\$182, buyers	7 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$21, buyers	10 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$4, sellers	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	325,000	\$1	all	7 1/2, x. div. buy.	
Hongkong Tramway Co., Ltd.					
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$300	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$257, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	\$15	\$5	\$15, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$190 @ Ex 73	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$190	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$110, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys & Estate and Finance Co., Ltd.	150,000	\$10	all	\$64, buyers	6 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$1	\$59, buyers	8 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 92	
West Point Building Co., Limited	12,500	\$50	all	\$73, buyers	7 p.c.
Mantshapji tot Mij, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 56, sellers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$3 1/2	
Hoowood Tin and Rubber Estate, Ltd.	822,000	\$2 1/2	all	\$4.40, sellers	
Bank Australia Gold Mining Co., Ltd.	200,000	\$1	all	\$75, buyers	
Tromps Mines, Limited	160,000	\$1	all	\$102, buyers	7 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$1, sellers	
Philippine Co., Limited	50,000	\$10	all	\$1, buyers	
Pulpes et Papeteries du Tonkin Societe des	75,000	\$10	all	\$20	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$10	all	\$105 1/2, buyers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$10	all	\$36 1/2	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	50,000	\$2	all	\$3, buyers	4 1/2 p.c.
Douglas Steamship Co., Limited	20,000	\$1	all	\$27 1/2, buyers	7 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$1	all	\$91, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5 \$5	all all	\$115 1/2, buyers \$50, buyers	4 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$22, sellers	
Star Ferry Company, Limited	30,000	\$25	all	\$42, sellers	
South China Morning Post, Limited	6,000	\$1	all	\$42, sellers	
Steam Laundry Company, Limited	20,000	\$1	all	\$42, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Gande, Price & Co., Limited	50,000	\$10	all	\$6	
Powell, Wm., Limited	15,000	\$7	all	\$10 1/2, sellers	4 1/2 p.c.
Watson & Co., A. S. Limited	90,000	\$10	all	\$84 1/2, div. sel.	
Weissmann, Limited	3,000	\$10	\$4	\$91	8 p.c.
United Asbestos Oriental Agency Ltd.	9,900 ord. 100 pref.	\$10 \$10	all all	\$350 \$181 1/2	7 1/2 p.c.
Union Waterboat Co., Limited	50,000	\$1	all	\$181 1/2	